

AUTO SHOW GIVES GENIUS A CHANCE IN 1916 MARVELS

Miracle Workers Work Over-time for Grand Central Palace Display.

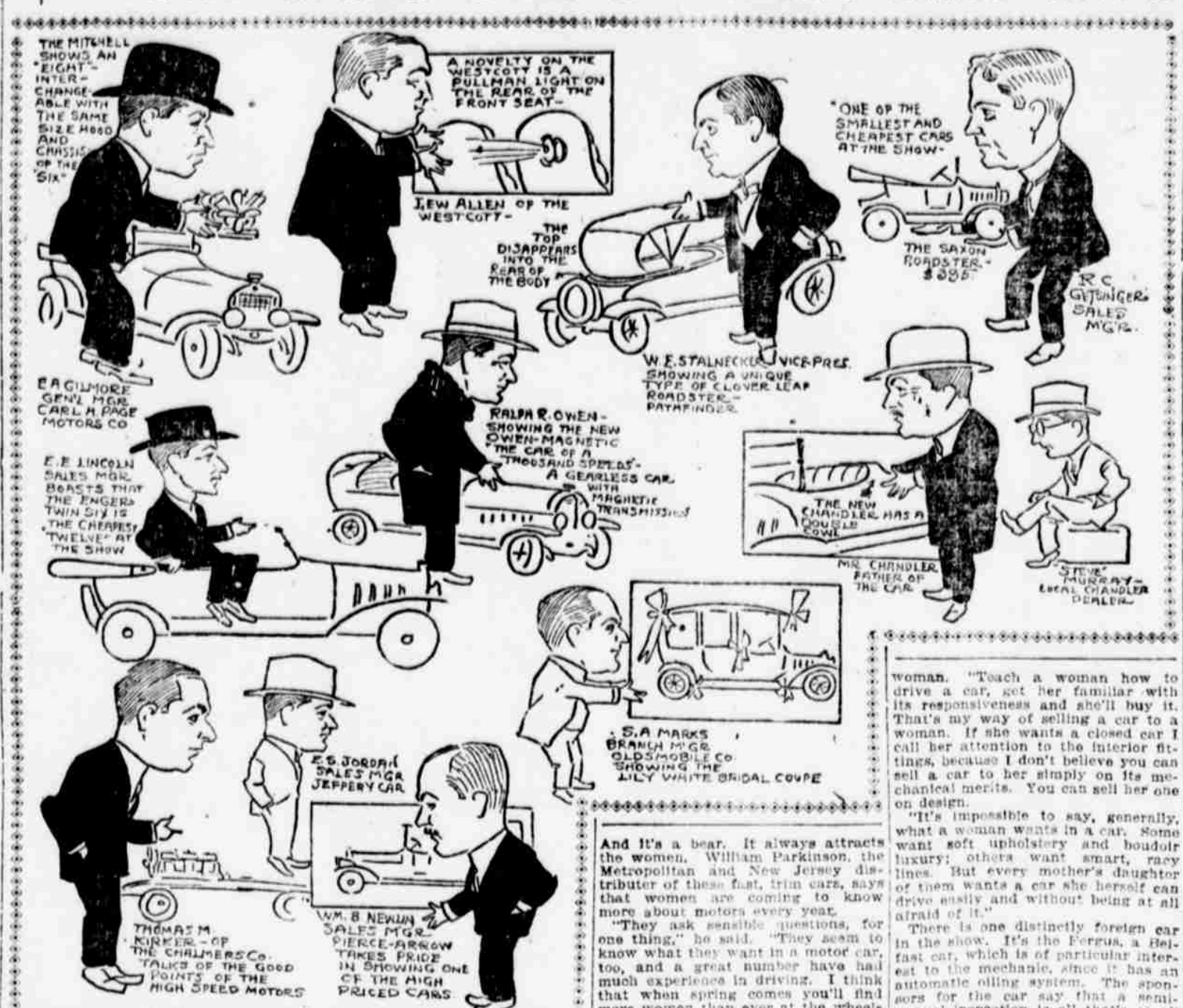
WONDERS EVERYWHERE.

You Pay From \$7,400 to \$395 and Buy the Opulence or Poverty of Motordom.

From \$7,400 to \$395. From the luxury of a boudoir on velvet wheels to the snap of a racy little runabout. And there you have touched the two poles of the Automobile Show in Grand Central Palace. On one hand you have a Flat landaulet, a great big car with every comfort and convenience the designer could put into it. A convenience into which Madame de Pompadour would step and find an abundance of room for her skirts. On the other, a little highway craft in which to go skittering along to the country club; a comfortable brace of seats on wheels with plenty of power in them, and something, well, to pick up by the rear axle and turn around

in a narrow roadway—the tough, willful little Saxon. And in between these two cars, everything in the way of price, fitting and adornment that nearly a hundred factories can devise and assemble. So, if you are looking for a motor car there's no reason in the world why you should come away without one—almost under your arm, one might say. If you're in search of the least expensive touring car in the exhibition, take a look at the Chevrolet, sign a check for \$490, and you can have it at home before the milk comes in the morning. **MECHANICAL GENIUS GETS FULL PLAY IN THIS DISPLAY.** For the purchaser of mechanical turn of mind, the man who likes to know what's going on under the hood, there are many cars which will provide him with mechanical food for days. If he's a crank on appointments, on interior comforts, likewise will he find dozens of cars with almost knee-deep upholstery, with buttons to push to light cigars, to light lamps and dim them; handles to turn to raise and lower windows, lights fitted in body walls the way they're set in the sides of Pullman berths—a hundred other interesting devices. Take the "Clover-leaf" Pathfinder. There's a car with a top which disappears into the rear body when you want it to do so. With the Owen Magnetic you have an engine with a thousand speeds, a gearless car with magnetic transmission. In the Mitchell car you have an "eight" interchangeable with the same size hood and chassis as the "six"—and that's going some! If you are seeking a novelty, look at the Chandler with a double cowl, one in the usual place and one between the front and rear seats. And in the Westcott you have one of those sunken Pullman sleeper lights on the back of the front seat. If you have adroft lighting in your home or your office, you can have it

Wondrous Novelty Sounds the Keynote of The Grand Central Palace Auto Show



In your limousine if you get a Pierce-Arrow. The show presents many new and happy ideas in body design and seating arrangement. One type which makes strong appeal to the driver and to women passengers is exemplified in the National. In this car the two front seats are separated to form a passageway to the wide rear seat, so that the rear side doors are eliminated, the front door serving thus to give access to the whole interior. In this way, too, the rear seat is brought in front of the rear axle and more comfort attained. Furthermore, as the man who is driving has no business to be doing anything but drive and keep his mind on it, the passageway between the seats gives him more elbow room, even if the young lady in the other seat is not quite so close to him! **INVENTIVE GENIUS PROVIDES COMFORT TOO.** Car bodies are hung lower this year and are not nearly so high as they used to be. They are just high enough to give clearance for a silk tile and the feathers on My Lady's

hat. This has brought the centre of gravity lower and reduced both disturbing rattle and the discomfort of side-swaying. As to seats, who does not recall his barbed chair as he has climbed over the two extra seats which made a car a seven-passenger affair? And who will ever forget the trouble he has had to make the things come out and open up to afford a seating place? It used to mean "faring" up all the top of your silk top-piece, remember? And then somebody's knee was always in the way or getting pinched. Not so this year. Practically all of the limousines in the show are fitted with disappearing auxiliary seats, which come out at the word of command and a slight pull and then sink into place in the wall or into the back of the seats in front. When they're not out you don't know the car possesses them. Another feature of design, apparent in nearly all the models, is the elimination of edges everywhere. The degree seems to have gone forth that everything shall be rounded; that wherever the hand, the arm or the eye may rest, there shall be a curved surface, not a corner nor an edge to catch a "fanny bone." Even the sharp lines of the radiators are going, some of the manufacturers rounding them off after the manner of racing cars. Radiators, too, are higher and narrower than ever before, they seem built to bore into the wind.

THE MIRACLE WORKERS AND THE "TWIN-SIX." The treat in store for the mechanically inclined is to be found in the "twin-six" or twelve-cylinder models. There are four of these in the show—National, Pathfinders, Engore and Packards. The National was the first to make its appearance with twelve cylinders under the hood, just as it was the first to burst on a waiting world with six. For many years there have been four and six-cylinder cars; now the day of the eight and the twelve has arrived, the latter being shown for the first time this year. And if you ask a salesman or a demonstrator at any of the twin-six booths what he thinks of a twelve-cylinder motor, he'll say something just like this: "The small pistons being light can travel at high speeds, so that the motor not only gives many impulses because of its large number of cylinders, but also because of the speed at which it is capable of running. The result is a continuous stream of power free from noise or vibration. I thank you." And if you know anything about motors you'll know just what that means.

A notable tendency is evident at the show to make the left seat the driver's position, so that a majority of the cars are now left-drive, the immemorial seat of the coachman. The Pierce-Arrow, however, clings to the right-drive position. The Packard people say the driver should be there and nowhere else, which entitles them to have their own way. One thing is certain, all the manufacturers of motor cars are doing everything they can to produce lighter cars. As much weight as possible is being taken from the shoes, always a source of concern to the owners of so-called heavy cars, and with each eliminated pound comes more mileage from the gallon. Not only is better, tougher and stronger steel being used, but aluminum will now be found to have a place in engine construction it never had before. Now it's used for pistons, with lighter castings for rods and bearings with consequent higher speeds and lighter engines. Automobile makers have said that a pound saved at the fly-wheel permits a saving of five pounds in the weight of the car, and they're doing all they can to demonstrate it. And with lighter weight come greater flexibility and response and more pleasure to the driver, to say nothing of increased safety.

The fastest car in the show is the Stutz, with which Gil Anderson won the Astor Cup at Sheephead Bay with a mean of 102.3 miles an hour.

FIVE VALUABLE HINTS FOR THE AUTO BUYERS.
By George H. Robertson.
Consider first the price. Select a car of standard make and from a company that will give service. Make allowance for number of passengers and whether car is intended for city or for rougher country riding. Choose a machine that will be available in all kinds of weather. See that motor is flexible, that the brakes hold strongly, that the wheel base is not too long and that the car will carry sensible size tires.

HENRY FORD VISITS SHOW, BUYS AN 'ALUMINUM CAR'
"I'll Take That One," He Said, Just the Same as if He'd Been Buying Neckties.

Henry Ford is a believer in other cars than his own. In demonstration of this he went to the Automobile Show in the Grand Central Palace yesterday and bought a car. He purchased the show chassis of the Marmon exhibit, the "aluminum car." Mr. Ford didn't waste any time at all over the purchase. It was like picking out a necktie—"I'll take that one." But he'll not be able to take it just yet, as the car is to be sent to the Chicago show for exhibition. After that it will be sent to Detroit for Mr. Ford's use. He said he liked the car because it was so light and strong.

ABBOTT-DETROIT CO. DEVISES A BRAND NEW MOTOR COACH FOR FOUR.
A new four-passenger motor coach is the feature of the Abbott-Detroit exhibit. This latest model is built by the Consolidated Car Company of Detroit and built on that company's new "Six-14" chassis. It is displayed in five body styles, all distinctive vehicles. This new model is finished in black with white wire wheels. One of its features is a sloping adjustable glass front. Other Abbott-Detroit exhibits are

another new "Six-14" four-passenger, open top, close coupled roadster, a seven-passenger "Six-14" touring car, a two-passenger roadster and a five-passenger touring car.
ONE EVERY 15 MINUTES WILL BE RECORD AIM OF INTERSTATE CO.
The Interstate Motor Car Company is celebrating its first anniversary of its entrance into the medium-priced field and making plans for the future which provide for the manufacturing of a machine every fifteen minutes during the year. The company has just added 50,000 additional feet of floor space in its factory which brings the total well over 200,000. The Interstate Company enlarged its construction facilities in anticipation of materially increased demand for popular priced machines during the present season.

AUTOMOBILES. THE THOUSAND DOLLAR CAR, 1916-\$850. See This Unusual Show Display.
It gives you your first opportunity to see and judge a car—not through the eyes of those who made it—but through the experience of those who use it. Hundreds of owners prove beyond a doubt the value of low-price power, comfort and beauty. No claims, no promises, no experiments—just honest convincing value shown.
Take No Chances.
Drivers and owners both will find here an idea of a new wonderful change in design and construction. If you want to know about price, value and exact facts for either the man who buys or the car he buys.
Show B-15, New York Show, Boney Grand Central Palace, GARLAND AUTO CO., 1888 Broadway, N. Y.

"APPERSON 8"
See the Newest Idea in Motor Car Beauty
You'll find it at the Apperson exhibit at the Auto Show. It's the Apperson New Light Eight—not a small eight, nor a low priced eight—but a light eight with big size and high power. Its roominess, finish and beauty of line delight even the experienced. The silent power of its 60 H. P. motor, the simple construction—the light weight—3,100 pounds—strike the admiration of experts.
Sixes, \$1550 Eights, \$1850
Diamond-Apperson Motor Co., Inc.
Distributors.
Broadway and 68th Street
NEW YORK N. Y.



Pancakes, that certainly are good! They are as light as air and fairly melt in your mouth.
HECKER'S OLD HOMESTEAD PANCAKE FLOUR
"The Milk is in it"
Heckers' Cream Oatmeal—Quality Name and Quality Fame

See the Maxwell at the Palace Automobile Show
WHEN you go to Niagara, you want to see the Falls. For like reason, when you go to the Automobile Show you will want to see the Maxwell.
Not because it's a monumental car—it isn't. But because you want to see the most astounding \$655 worth of automobile exhibited.
The Maxwell has all the best features, refinements and equipment of far higher priced cars. It has the power which makes "every road a Maxwell road." It has the strength and endurance which far heavier cars are glad to boast about. It has the beauty of design which is characteristic of foreign cars.
It has the lightness to be economical on tires, yet weight enough to hold the road. It has the all-round low maintenance cost which keeps the owner's pocket-book pleased. Quantity production through high factory efficiency makes it possible to produce the Maxwell for so little as \$655—this year, 1916, 100,000 cars.
See the Maxwell Exhibit. See particularly the "Sectional View" chassis which shows every vital working part in operation. See the "how" and "why" of Maxwell simplicity of operation and control.
\$655 f.o.b. Detroit
Maxwell Motor Sales Corporation
Broadway at 59th Street
"The Car Complete"